

20041102.ba v03_n724.bam.20041102

>From ???@??? Tue Nov 2 17:40:31 2004 -0600
Message-Id: <200411022340.iA2NeE1P004790@sco.theporch.com>
Date: Tue, 2 Nov 2004 17:39:48 CST
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 3724

BOATANCHORS Digest 3724

Topics covered in this issue include:

- 1) Re: U-Boat Message
by =?iso-8859-1?Q?Andr=E9_Guibert?= <aguibert@sympatico.ca>
- 2) Re: surplus insanity
by "JAMES HANLON" <knjhanlon@msn.com>
- 3) Re: Hello
by "Listown" <listown@nanniandjack.com>
- 4) Tr: PCBs... and I was half way up to my elbow...
by =?iso-8859-1?Q?Andr=E9_Guibert?= <aguibert@sympatico.ca>
- 5) About the "Hello" email and following
by listown@nanniandjack.com (Mail List Owner)
- 6) PCBs, etc.
by Ralph Parker <rparker@dccnet.com>
- 7) Re: U-Boat Message
by "Hue Miller" <kargo_cult@msn.com>
- 8) Re: U-Boat Message
by WA5CAB@cs.com
- 9) SX-28 Crystal Phasing knob orientation
by "David Woodhead" <km5tz@san.rr.com>
- 10) Re: U-Boat Message
by W7QH0@aol.com
- 11) Re: PCBs... and I was half way up to my elbow...
by stuck in 50s <polepeeg@ba-watch.org>
- 12) Re: Thank you!
by "Listown" <listown@nanniandjack.com>
- 13) more on the virus-infested member issue (Rockville, MD)
by John Shriver <jshriver@internap.com>
- 14) FS: Drake C Line Service Information
by Garey Barrell <k4oah@mindspring.com>
- 15) DAVENPORT IA HAMFEST EXPERIENCE?
by JOHN.SEHRING@ecunet.org
- 16) RANGER MODULATION
by JOHN.SEHRING@ecunet.org
- 17) Re: RANGER MODULATION
by Gary Woods <garygarlic@earthlink.net>
- 18) Re: Drake C Line Service Information

by "Sandy, W5TVW" <ebjr@i-55.com>

Message-ID: <001801c4c064\$096086c0\$2256acce@b1yhpg64>
From: =?iso-8859-1?Q?Andr=E9_Guibert?= <aguibert@sympatico.ca>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: U-Boat Message
Date: Mon, 1 Nov 2004 17:41:39 -0500
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Most of the warships going up the St Lawrence to end up in Sorel had their electronic equipment removed in Quebec City by an electrical firm and six months after it received a Crown Asset telegram telling them to sell all this equipment to pay for warehouse rentals. My dad forbid my friends in Quebec to tell me about it and I received only a CR100/4 receiver after they had sold the goodies :-(. Was told by the "friends" that they would remove the germanuims to build crystal sets.
Andre

Subject: Re: U-Boat Message

>
> Hue Miller wrote:
>
> > When i read about those U-boats being scuttled or sunk after the war, i
always have
> > to wonder if the communications gear went down with them.
> Jerry Prock wrote:

> This will make you cringe, but a ham I know told be what happened with a
lot of surplus
> electronic gear removed from Canadian ships after the war. It was all
loaded up on one
> ship which sailed a short distance from Halifax and it all went over the
side. He was
> there, on the scene, doing it ! :-(

From: "JAMES HANLON" <knjhanlon@msn.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: surplus insanity
Date: Mon, 1 Nov 2004 16:00:13 -0700
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit
Message-ID: <BAY4-DAV9m0lbcrYP0Q0000a781@hotmail.com>

John Shriver wrote:

They are worrying about tubes that have no more
> radioactive than a shovelful of dirt from my back yard, emitting less
> than background radiation. But, because the tube was "manufactured",
> it's radioactivity is now evil.

>
> Crazy, but true.
>

Sandia National Labs in Albuquerque had a tank full of "radioactive" water that had been used to cool an experimental fusion generator as I recall. The water was less radioactive than what flows through the middle of the city (and state) in the Rio Grande, but we sure weren't allowed to get rid of it by dumping it in the river or anyplace else for that matter, despite the fact that it would have diluted the "radioactivity" in the river. You can't argue with the regulators.

Jim, W8KGI

Date: Mon, 01 Nov 2004 18:40:13 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: "Listown" <listown@nanniandjack.com>
Subject: Re: Hello
Message-ID: <vjrwakamneptceyyfr@theporch.com>
MIME-Version: 1.0
Content-Type: multipart/mixed;
 boundary="-----knomecifyfgxsencdxdv"

-----knomecifyfgxsencdxdv
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

* * * * *
* ---REMAINDER OF MESSAGE TRUNCATED--- *
* This post contains a forbidden message format *

* (such as an attached file, a v-card, HTML formatting) *
* Mail Lists at theporch.com only accept PLAIN TEXT *
* If your postings display this message your mail program *
* is not set to send PLAIN TEXT ONLY and needs adjusting *
* * * * *

-----knomecifyfgxsencdxdv--

Message-ID: <000601c4c071\$27747ec0\$10b0e2d1@b1yhp64>
From: =?iso-8859-1?Q?Andr=E9_Guibert?= <aguibert@sympatico.ca>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Tr: PCBs... and I was half way up to my elbow...
Date: Mon, 1 Nov 2004 19:15:26 -0500
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Herb, are you shure that it was PCB's?
Pig poles were usually filled with Voltesso 35, GE10C etc, mineral oil.
PCB's filled transformers were used indoors, high flaming point, would cost
about
eight times the mineral types.
The smell was overpowering, it would get tacky if allowed to breathe and you
would
end up with a heavy tar like deposit vey hard to clean.
Replaced with silicone base oil or encapsulation.
If I remember right, it gave poor resuts because its wandering Power factor.
Mineral oil gave much better results in Cantenna's.
Saw what kind of butchering was done by Surplus "technicians" on RACAL's.
Andre, High Tension Tec,(Ret).

----- Original Message -----

From: Herbert M. Rosenthal <herbrose@comcast.net>
To: Old Tube Radios <boatanchors@theporch.com>
Sent: Tuesday, November 02, 2004 5:31 PM
Subject: PCBs... and I was half way up to my elbow...

> I acquired an empty, flea market Heath Cantenna dummy load in about 1976
or so,
> while working for the electric utility in Anchorage. I took it to the
> transformer yard where a friend offered me 'transformer oil' from an old
pole
> pig. "Just dip whatever you need out, he said." Well the transformer
looked
> about empty, or so I thought, and I was half way up to my elbow, filling a

> styrofoam coffee cup, and pouring the oil into the dummy load, before I realized
> that this might not be good for me.

Message-Id: <200411020110.iA21Awsa020684@osr506.nanniandjack.com>
From: listown@nanniandjack.com (Mail List Owner)
To: Old Tube Radios <boatanchors@theporch.com>
Subject: About the "Hello" email and following
Date: Mon, 1 Nov 2004 17:10:58 -0800 (PST)

Gang-

This is NOT one of those "periodic reminders" that you all choose to ignore, and it is a tad off topic...

That said, I know there were a few SPAM messages sent APPARENTLY from my address to the list... There were several "clues" that should have tipped everyone off that it did NOT come from me:

- 1) The message had an attachment that was deleted... after all the bitching I have done for ten years about attachments, who among you can think I might have done that?
- 2) I use a TEXT-ONLY Unix emailer that has NO address book, and the Unix server is NOT susceptible to WinDOZE viri
- 3) The message was missing my usual signature block
- 4) A check of the headers would show it came from a road runner account in Rockville, Maryland, a fer piece from Sunny Cali

That means one of you chaps, or even a former member, is infected by whatever the flavour de jour of viral infestation is, and these seem to send emails with attachments to addresses in the WinDOZE LookOUT! address book from other addresses in the address book, making it considerably more difficult to track down.

Please ignore these.

Do NOT forward them to me... It is tough enough trying to find time to administer the list, let alone answer onesy-twosey emails about these pesky email viri...

DO everyone a favor: DISINFECT your computer! UPDATE your viral tag files (KEEP YOUR VIRUS SOFTWARE CURRENT AND DEPLOYED)! Switch to Linux! Any one of which will be effective against the spread of this crap! Grrrrrr...

Let me know how I can help

--

73

Jack, W4KH/Mobile - - - Mailing List Archiver/Owner - - -
listtown@nanniandjack.com - "Plus ca change, plus c'est la meme chose"
"Il n'y a que les idiots qui ne changent jamais d'idee"

Message-Id: <3.0.5.32.20041101180526.0085db00@pop3.dccnet.com>
Date: Mon, 01 Nov 2004 18:05:26 -0800
To: Old Tube Radios <boatanchors@theporch.com>
From: Ralph Parker <rparker@dccnet.com>
Subject: PCBs, etc.
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

I enjoyed Herb's stories about PSBs, and have had similar experiences with the Heath Cantenna.

Years ago I worked in the VTR department of a TV station, using 'quad' recorders with 2" tape. We used 'Carbon Tet' to clean the rotating tape heads, applied from a can with a toothbrush. Needless to say, we got it all over ourselves as well, including our bare hands.

I'm still here to tell the tale, but maybe I'd have been a better person without the experience (ha ha ha ha ha :-)

Not to mention the mercury that I used to play with, collected from my grandmother's hearing-aid batteries.

VE7XF

From: "Hue Miller" <kargo_cult@msn.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: U-Boat Message
Date: Mon, 1 Nov 2004 20:15:22 -0800
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit
Message-ID: <BAY5-DAV31aJ6pkNzPZ00000708@hotmail.com>

----- Original Message -----

From: "Jerry Proc" <jerry.proc@sympatico.ca>

> Hue Miller wrote:

>

> > When i read about those U-boats being scuttled or sunk after the war, i always

have

> > to wonder if the communications gear went down with them.

>

> Hi Hue,

>

> The issue is about compatibility more than anything else. After the war a lot of captured

> German technology was evaluated and tested but that was the extend of it. You couldn't

> really extract and use anything operationally because :

Jerry, with respect, but it never even occurred to me, the idea of allied military re-use

of captured electronics equipment. The US booklets on enemy equipments, it is true,

all have the admonition, "We can use the equipment, or its parts to keep our equipment

operating", i have NEVER learned of any case of other than captured electronics being,

destroyed outright; or collected and sent back by EEIS for study; or kept by personnel

for entertainment broadcast reception; or taken apart for parts for building broadcast

receiver; or taken apart just for fun. There is no need to even consider a compatibility

issue.

> There many have been instances where equipment may have been removed for personal use or

> as trophies but when you stop and think about it, a radio with German or Japanese

> markings on it would not be that desirable in a post war surplus marketplace when lots of

> radios with English markings were available. Today it's a completely different story.

Depends on the market. For ham use, no. But souvenir value, yes. For example, in Berlin,

apparently, a Siemens factory was overrun, and had hundreds of new K-32 troop morale

radios, a battery operated 3-band portable with large swastika logos on the front cover,

were handed out, and these became an instant desirable collectible. Probably very, very

few of them were ever operated, "used", from what i have seen.

>

> Captured Japanese ships were used in the atomic bomb tests following WWII and

I'm sure

> they all went down in the same condition as when they were originally captured.

I always suspect there was some "leakage". Whatever could be grabbed, carried off, would be.

>

> This will make you cringe, but a ham I know told be what happened with a lot of surplus

> electronic gear removed from Canadian ships after the war. It was all loaded up on one

> ship which sailed a short distance from Halifax and it all went over the side.

He was

> there, on the scene, doing it ! :-(

A lot of that happened....

I also wonder: the ghost fleet, including WW2 ships, parked on some river on the E Coast

USA, would those ships still include their original commo gear?

The ship that was being towed from Puget Sound to CA to be scrapped, i think it was a

Navy freighter or Army troop ship, General Riggs????, that crashed up on the rocks off

the Makah reservation on Olympic Peninsula around 1975, would it still have had electronics

aboard?

-Hue Miller

From: WA5CAB@cs.com

Message-ID: <7a.65760aae.2eb8718f@cs.com>

Date: Tue, 2 Nov 2004 00:13:51 EST

Subject: Re: U-Boat Message

To: Old Tube Radios <boatanchors@theporch.com>

MIME-Version: 1.0

Content-Type: multipart/alternative;

boundary="part1_7a.65760aae.2eb8718f_boundary"

--part1_7a.65760aae.2eb8718f_boundary

Content-Type: text/plain; charset="US-ASCII"

Content-Transfer-Encoding: 7bit

Hugh,

I'm not sure what current procedures are. But throughout most of the 20th Century, when a Combatant or Auxiliary was decommissioned and transferred to the

Reserve (mothball) Fleet, munitions and all volatiles (NSFO, ND, LO, AVGAS, etc.) were supposed to be removed but most everything else stayed aboard. A fair amount of work went into preparing the ship for mothballing. For example, fishpaper was supposed to be inserted between the brushes and armatures or sliprings in all motors and generators. All bearings were supposed to be lubricated. Etc. Then the ship would be sealed up.

If the ship was decommissioned and scrapped, or pulled out of the mothball fleet and scrapped, the scrapping company would generally attempt to sell anything reasonably removable like pumps, motors, radios, etc. before actually breaking it up. Actually, before this happened, other ships in the area would usually be allowed to send working parties to remove whatever they thought they could use. Valley Forge deployed to WestPac in 1967 with an almost brand new AN/URC-32B's that wasn't on our Plant Account. Courtesy of four ET's and a haze gray pickup truck. From an AKA that for some unknown reason had its radios upgraded months before it was scrapped.

If the Auxiliary that was lost while being towed in 1975 came out of the mothball fleet at Puget Sound, it probably still had all of its radios aboard. The stripping would have most likely been scheduled to take place where it was being scrapped.

In a message dated 11/1/2004 10:27:04 PM Central Standard Time, kargo_cult@msn.com writes:

> I also wonder: the ghost fleet, including WW2 ships, parked on some river
> on the E Coast
> USA, would those ships still include their original commo gear?
> The ship that was being towed from Puget Sound to CA to be scrapped, i think
> it was a
> Navy freighter or Army troop ship, General Riggs????, that crashed up on the
> rocks off
> the Makah reservation on Olympic Peninsula around 1975, would it still have
> had electronics
> aboard?

Robert Downs - Houston
<<http://www.wa5cab.com>> (Web Store)
<wa5cab@cs.com> (Primary email)
<wa5cab@houston.rr.com> (Backup email)

--part1_7a.65760aae.2eb8718f_boundary
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

* * * * *
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* * * * *

--part1_7a.65760aae.2eb8718f_boundary--

Message-ID: <00d801c4c0a0\$d47da180\$6501a8c0@defaulttiagj8ep>
From: "David Woodhead" <km5tz@san.rr.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: SX-28 Crystal Phasing knob orientation
Date: Mon, 1 Nov 2004 21:57:25 -0800
MIME-Version: 1.0
Content-Type: multipart/alternative;
boundary="-----=_NextPart_000_00D5_01C4C05D.C5FB9FB0"

This is a multi-part message in MIME format.

-----=_NextPart_000_00D5_01C4C05D.C5FB9FB0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: quoted-printable

The alignment instructions for the SX-28 stipulate setting the crystal =
phasing knob to #3 on the left side.

I'm trying to align my rebuilt SX-28 but don't know the correct =
orientation for the knob. Would #3 on the left side set the capacitor =
almost closed (max capacitance) or almost open? Could someone peek =
inside thier SX-28?

Thanks=20

David.

KM5TZ

-----=_NextPart_000_00D5_01C4C05D.C5FB9FB0
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

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* * * * *

-----=_NextPart_000_00D5_01C4C05D.C5FB9FB0--

From: W7QH0@aol.com
Message-ID: <100.56d04c7.2eb87d83@aol.com>
Date: Tue, 2 Nov 2004 01:04:51 EST
Subject: Re: U-Boat Message
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: multipart/alternative;
boundary="part1_100.56d04c7.2eb87d83_boundary"

--part1_100.56d04c7.2eb87d83_boundary
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit

In a message dated 11/1/04 8:26:53 PM, kargo_cult@msn.com writes:

> > Captured Japanese ships were used in the atomic bomb tests following WWII
> and I'm sure
> > they all went down in the same condition as when they were originally
> captured.
>
> I always suspect there was some "leakage". Whatever could be grabbed,
> carried off,
> would be.
>

Sho 'nuf.... In the SS Lane Victory museum we have a Japanese heterodyne
frequency meter liberated from the battleship Nagato (according to the donor).
The Nagato was sunk later during
the Bikini tests.

Dennis D. W7QH0
Glendale, CA

--part1_100.56d04c7.2eb87d83_boundary
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

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* * * * *

--part1_100.56d04c7.2eb87d83_boundary--

Date: Tue, 2 Nov 2004 06:46:21 -0500 (EST)
From: stuck in 50s <polepeeg@ba-watch.org>
Message-Id: <200411021146.iA2BkLsF024915@fracas.netboobie.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: PCBs... and I was half way up to my elbow...

My cantenna episode:

I went and bought 8 pints of mineral oil for mine @ the local grocery

The cashier asked, "don't you think you oughta see a doctor instead?"

Date: Tue, 02 Nov 2004 15:37:49 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: "Listown" <listown@nanniandjack.com>
Subject: Re: Thank you!
Message-ID: <gmdophddortqwdzzmzj@theporch.com>
MIME-Version: 1.0
Content-Type: multipart/mixed;
 boundary="-----zrnnpnvaxjzuukvzyvlkg"

-----zrnnpnvaxjzuukvzyvlkg
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

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* * * * *

-----zrnnpnvaxjzuukvzyvlkg--

Message-ID: <4187FE67.6000800@internap.com>
Date: Tue, 02 Nov 2004 16:38:47 -0500

From: John Shriver <jshriver@internap.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: more on the virus-infested member issue (Rockville, MD)
Content-Type: text/plain; charset=ISO-8859-1; format=flowed
Content-Transfer-Encoding: 7bit

Hey, you, with the virus! By looking in the headers of all three messages, I believe you are a list member in Rockville, MD, who uses a Comcast Cable Modem. (Amazing what you can get from the Received: lines.) Your IP address might be 69.140.242.184.

If this is you, get your PC off the Internet until you install and update anti-virus software!

Oh, the virus you have is W32/Bagle.bd@MM.
http://vil.nai.com/vil/content/v_129511.htm

By the way, if the trouble you're causing the list isn't enough to motivate you to fix this, this virus also leaves a back door open on your machine on TCP port 81, which will allow the nefarious authors to do as yet undetermined evil to (or with) your machine. So you're not just being anti-social, you're at a big risk of having your machine trashed! It may even be busy sending Spam e-mail. (The crooks who send that stuff use viruses to commander innocent machines to send the Spam for them.)

Hmm. Looking back through my mail logs, it looks like you have been infested with other viruses since August. You're in it up to your eyeballs!

Message-ID: <4187FF61.9060602@mindspring.com>
Date: Tue, 02 Nov 2004 16:42:57 -0500
From: Garey Barrell <k4oah@mindspring.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: FS: Drake C Line Service Information
Content-Type: text/plain; charset=us-ascii; format=flowed
Content-Transfer-Encoding: 7bit

I have just completed a Service Part Locator for the Drake C Line. Anyone who has ever tried to repair an R-4C or T-4XC has spent a lot of time looking for a part that shows on the schematic but just ISN'T on the chassis!! (Sure it is, it's just underneath three other parts!) The CD I am offering solves this problem. Included on the CD is:

1. Complete part list showing all resistors, capacitors and

semiconductors keyed to the photos showing their specific location on the PC board or chassis. A total of 21 pages in PDF.

2. Full color, high resolution photos of the chassis and each PC board (excluding PT0) with each part identified. Sized to print out on 8.5" x 11" pages, or may be enlarged on screen for a closer look. A total of 26 photos in PDF.

3. Optional Noise Blanker board parts list and photos are included.

4. R-4C Data based on Version 11017625900 or [11/01/76 s/n 25900 +]

5. T-4XC Data based on Version 10077626670 or [10/07/76 s/n 26670 +]

6. Full PDF Manuals for the R-4C and T-4XC. A total of 88 pages in PDF.

7. Miscellaneous additional files, Errata sheets and Alignment pages.

A sample photo page may be seen at

<http://hr99.home.mindspring.com/R-4C_Servicez>

Clicking on Board #1 will bring up that page, and clicking on the board image will bring up the full-size photo.

The CD is available for \$25 postpaid to US addresses only. PayPal (k4oah@mindspring.com [no credit card payments]), cash, check or MO to:

Garey Barrell, K40AH
4126 Howell Ferry Rd
Duluth, GA 30096

This is my first attempt at this sort of project, so please be patient with me! Every effort has been made to ensure the accuracy of the drawings and text included on this CD. Corrections and/or suggestions for additions are welcome.

73, Garey - K40AH
Atlanta

Date: Tue, 2 Nov 2004 17:25:32 -0500 (EST)
Message-Id: <200411022225.iA2MPWgh339990@wine.ecunet.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: DAVENPORT IA HAMFEST EXPERIENCE?
From: JOHN.SEHRING@ecunet.org

To: boatanchors@theporch.com

I'm thinking about driving all the way across Iowa from SD to the Davenport, IA hamfest on 11/14. Does anybody have any experience with this one?

-John Sehring (Tue, Nov 2, 2004, 4:16 pm) Dell Rapids SD - UCC - WB0EQ
"Live long and prosper." -John 10.10b (adapted)

Date: Tue, 2 Nov 2004 17:25:33 -0500 (EST)
Message-Id: <200411022225.iA2MPXtX296059@wine.ecunet.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RANGER MODULATION
From: JOHN.SEHRING@ecunet.org

To: boatanchors@theporch.com

Have you looked at W1HLR's Ranger mods? They used to be on the web.

My Ranger's packed away, otherwise I'd look at this too. But, I've saved all the BA notes on this for future use. Arden, tnx fer nice deobfuscation of what's probably going on.

Speech waveform is often highly assymetric; to sound loudest without exceeding 100% negative modulation, you need to find the audio "polarity" that gives highest positive (rather than negative) peaks with your particular mic/modulator/xmtr combo. That's 'cause you can modulate more than 100% positive but it's not a gud idea to modulate more than 100% negative peaks. Latter leads to awful splatter & distortion.

There are broadcast AM audio processors that actually "flip" the waveform on the fly (i.e. in real time) so that you're always modulating maximally in postive direction.

I wonder if there're easier ways to accomplish this rather than using a very expensive bdcst audio processor which would of course do this without adding a lot of distortion. I could live with some distortion!

One way I've seen is to use negative peak clamping at the output side of the modulation xfmr. It needs only a few parts & been written about a lot over the decades. I have no experience with it myself...anybody?

-John Sehring (Tue, Nov 2, 2004, 4:36 pm) Dell Rapids SD - UCC - WB0EQ
"Live long and prosper." -John 10.10b (adapted)

From: Gary Woods <garygarlic@earthlink.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: RANGER MODULATION
Date: Tue, 02 Nov 2004 17:54:58 -0500
Message-ID: <5p3go09pjcv486845de2jgp47vb1uove9l@4ax.com>
MIME-Version: 1.0
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

On Tue, 2 Nov 2004 17:25:33 -0500 (EST), you wrote:

>One way I've seen is to use negative peak clamping at the output side of
>the modulation xfmr. It needs only a few parts & been written about a lot
>over the decades.

You need to have a brute-force splatter filter after a neg peak limiter at the output of the modulator.
RCA made a nifty box for the broadcast folks called the "Power Max."
Entirely passive, it used a thermistor in series with a diode to round off the negative peaks, and a modest low-pass. Some folks were running 140% positive modulation if the XMTR could manage it, until Uncle Charlie caught on and limited the positive swing to 110%. Party poopers.

There was also a "phase scrambler" that removed any asymmetry, so you could get max modulation.

You might search on "Ultra Modulation" for the extreme cases. I think some folks used 866 rectifiers as negative peak rectifiers!

Gary Woods AKA K2AHC- PGP key on request, or at home.earthlink.net/~garygarlic
Zone 5/6 in upstate New York, 1420' elevation. NY W0 G

Message-ID: <005901c4c135\$2a912800\$6d9fcdd1@s0023531634>
From: "Sandy, W5TVW" <ebjr@i-55.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Drake C Line Service Information

Date: Tue, 2 Nov 2004 17:38:43 -0600
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Too bad it isn't on the R4A/T4X! Drake did an absolutely awful
crappy job on the equipment manuals! I'm putting off really getting my
R4A RIGHT, because it takes so damned long to find anything on
those little "component boards" and what goes where!

Good work for the "C" line.

73,

Sandy W5TVW

----- Original Message -----

From: "Garey Barrell" <k4oah@mindspring.com>

To: "Old Tube Radios" <boatanchors@theporch.com>

Sent: Tuesday, November 02, 2004 3:42 PM

Subject: FS: Drake C Line Service Information

|
| I have just completed a Service Part Locator for the Drake C Line.
| Anyone who has ever tried to repair an R-4C or T-4XC has spent a lot of
| time looking for a part that shows on the schematic but just ISN'T on
| the chassis!! (Sure it is, it's just underneath three other parts!)
| The CD I am offering solves this problem. Included on the CD is:

- | 1. Complete part list showing all resistors, capacitors and
| semiconductors keyed to the photos showing their specific location on
| the PC board or chassis. A total of 21 pages in PDF.
- | 2. Full color, high resolution photos of the chassis and each PC board
| (excluding PT0) with each part identified. Sized to print out on
| 8.5" x 11" pages, or may be enlarged on screen for a closer look.
| A total of 26 photos in PDF.
- | 3. Optional Noise Blanker board parts list and photos are included.
- | 4. R-4C Data based on Version 11017625900 or [11/01/76 s/n 25900 +]
- | 5. T-4XC Data based on Version 10077626670 or [10/07/76 s/n 26670 +]
- | 6. Full PDF Manuals for the R-4C and T-4XC. A total of 88 pages in PDF.
- | 7. Miscellaneous additional files, Errata sheets and Alignment pages.

| A sample photo page may be seen at

| <http://hr99.home.mindspring.com/R-4C_Servicez>

| Clicking on Board #1 will bring up that page, and clicking on the board
| image will bring up the full-size photo.

| The CD is available for \$25 postpaid to US addresses only. PayPal
| (k4oah@mindspring.com [no credit card payments]), cash,
| check or MO to:

| Garey Barrell, K40AH
| 4126 Howell Ferry Rd
| Duluth, GA 30096

| This is my first attempt at this sort of project, so please be patient
| with me! Every effort has been made to ensure the accuracy of the
| drawings and text included on this CD. Corrections and/or suggestions
| for additions are welcome.

| 73, Garey - K40AH
| Atlanta

End of BOATANCHORS Digest 3724
